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	de de la companya de	
1.	Klaineda Port	50X1-HUM
	the port exceeded the equipped garage and wo Construction work was i cranes are being assess	s. In 1946, the output of the existing machinery of pre-war level. A large truck park with a fully orkshop has been established. in full progress in the port (October 1947). Travelling sheld, whereas are being enlarged, and now warehouses a cranes have begun to function.
2.	Marca Ja Port	
	Seven travelling crane	es are in use.
	At the coal harbor, trace heaped with coal,	ravelling crane No. 3 cannot be moved as the tracks and travelling crane No. 26 has no tracks.
3.	Leningrad Port	
	Chief of Area: Romano Deputy: Puntov	50X1-HUM
	The port has a timber	pier.
4.	Vladivostok Port	
	Chief: Skorupski Chief of Port Hechaniz Port Engineer: Nedoda	DEGLASSIFIED
5.	Pechara Port Chief of Mechanization	Class. CHANGED TO: DDA Memo, 4 Apr 77 DDA REG. 177/1763
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6. Rostov-on-Don Port

Chief: A. Bondarenko

Travelling cranes No. 1 and No. 2 have been identified at the port.

Loading from the sand pit has been mechanized. Sections of floating pontoons with transporters installed on them have been used for this purpose. To supply electricity for machinery, a mobile floating electric power station was created by fitting a tractor engine and a generator on the barge "Vtoraya". Barges are now able to make sixteen to eighteen trips instead of eight to eleven.

New machinery has been introduced in Rostov port itself. The transshipper, which has been idle for four years, has been restored. Restored transporters are extensively used for handling large quantities of goods.

Crane workers of the port have adopted the Bespalovski speed method.

The svailable reserves of the Rostov port are far from being exhausted. If the existing warehouse space is used economically and speed methods are applied to all machinery, the port will reach its pre-war level of cargo turn-over much sooner than planned.

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